John R. Taylor

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Director
Military Sealift Fleet Support Command

Mr. John R. "Jack" Taylor is the Director of the United States Navy's Military Sealift Fleet Support Command, (MSFSC). This is the senior civilian position in MSFSC reporting to the Commander, Military Sealift Command (MSC), and in that position, Mr. Taylor is responsible for type commander execution on government-owned, government-operated combat logistic, special mission, diving/salvage, and hospital ships worldwide. Mr. Taylor entered senior civilian service in October 2007.

In 1985, Mr. Taylor joined Military Sealift Command at the organization's Washington, D.C. headquarters. Mr. Taylor worked as a mechanical engineer responsible for the design, development, and implementation of MSC's shipboard automated maintenance management system. Promoted to supervisory mechanical engineer in 1987, Mr. Taylor became branch head for the shipboard systems division. In this position, Mr. Taylor was responsible for the management and implementation of condition monitoring/ maintenance management systems for MSC's civil service manned ships.

In 1991, Mr. Taylor returned to the private sector and served as a maintenance supervisor for the electric utility company Boston Edison. His duties included nuclear power plant refueling, power generation system maintenance and repair projects.

Returning to government service in 1998 with MSC, Mr. Taylor held the position of Project Officer/Director, Special Mission Ships Support Office. In this position, he supervised special mission ships; both government and contract operated, in the daily execution of ship management, repair and contract administration.

In March 2006, Mr. Taylor was promoted to the position of Deputy Commander, Military Sealift Fleet Support Command.

A native of Quincy, Massachusetts, Mr. Taylor graduated from the Massachusetts Maritime Academy in 1980 with a bachelor of science in marine engineering and a U.S. Coast Guard license as third assistant engineer. Mr. Taylor worked aboard various U.S. flagged commercial steam and diesel ships until 1981 when he joined Stone and Webster

Engineering Corporation working on new construction nuclear and fossil power generation projects.